

## ACCIDENT

<b>Aircraft Type and Registration:</b>	Piper PA-28-151 (Modified) Cherokee Warrior, G-BXLY	
<b>No &amp; Type of Engines:</b>	1 Lycoming O-320-D3G piston engine	
<b>Year of Manufacture:</b>	1977 (Serial no: 28-7715220)	
<b>Date &amp; Time (UTC):</b>	1 June 2014 at 1539 hrs	
<b>Location:</b>	Leeds Bradford Airport	
<b>Type of Flight:</b>	Private	
<b>Persons on Board:</b>	Crew - 1	Passengers - 1
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Engine damage only	
<b>Commander's Licence:</b>	Private Pilot's Licence	
<b>Commander's Age:</b>	20 years	
<b>Commander's Flying Experience:</b>	104 hours (of which 95 were on type) Last 90 days - 5 hours Last 28 days - 2 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and reports received from the aircraft operator and Air Traffic Control	

## Synopsis

The pilot made three unsuccessful attempts to start the engine before smoke and then flames were seen coming from the cowling. The Airport RFFS responded and quickly dealt with the fire, which was thought to have been due to over-priming during the start attempts.

## Description of events

The aircraft was parked on the West Apron at Leeds Bradford Airport. With external and pre-start checks complete, the pilot primed the engine and operated the starter, but the engine would not start. The pilot made two further unsuccessful start attempts, after which he saw smoke coming from the engine cowling. The pilot switched off the equipment in use, before he and his passenger evacuated the aircraft and moved away from it.

ATC received an internal telephone call from a security guard, alerting them to the situation. They initiated their local emergency response procedures and the RFFS arrived on scene one minute after being alerted. By this time, the smoke had turned to flames but the fire was quickly extinguished.

## Local investigation

The aircraft operator conducted an investigation into the incident, aided by CCTV footage which showed the multiple start attempts that culminated in the engine fire. A technical

investigation found no evidence of engine or component malfunction and it was suspected that the fire was the result of over-priming. The investigation recommended that the pilot receive refresher training, to cover all aspects of the private pilot's syllabus, but specifically emergency procedures and pilot actions in the event of an engine fire. On completion of the training, the pilot would be required to complete a check flight before being approved to hire the organisation's aircraft once more.